

ROUTE CONCEPT AND DEVELOPMENT REPORT
STATE ROUTE 153

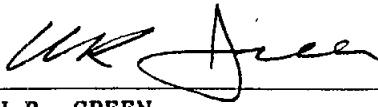
EL DORADO COUNTY PM 0.0 - 0.5

By

CALTRANS
District 3

June 1987

Approved:

 6-24-87

W.R. GREEN Date
District Director of Transportation
District 3, Marysville

ROUTE 153

I approve this Route Concept Report as the guide for decisions and recommendations on the future development of this Route.

APPROVED:

APPROVED:

W. R. Green 6-24-87

W. R. GREEN DATE
District Director of
Transportation
District 3

D. L. WIEMAN DATE
Chief, Division of
Transportation Planning

APPROVED:

APPROVED:

ALLAN HENDRIX DATE
Chief, Division of Highways
and Program Development

RUSSELL O. LIGHTCAP DATE
Chief, Division of
Project Development

STATEMENT OF PLANNING INTENT

The Route Concept Report (RCR) is a planning document which expresses the Department's judgment on what the characteristics of the State highway should be to respond to the projected travel demand over the 20-year planning period.

The RCR contains the Department's goal for the development of each route in terms of level of service and broadly identifies the nature and extent of improvements needed to reach those goals. The RCR then provides the basis for the preparation of route development plans and the system analysis which indicates the level of service provided on the system at a given level of funding.

Route Concept Reports are prepared in the Districts and represent the combined expertise of District staff. Facility dimensions (e.g., roadway widths or number of lanes on a multi-laned facility) discussed in the RCR represent an initial planning approach to scoping candidate improvement and determining estimated costs.

All information in the Route Concept Report is subject to change as conditions change and new information is obtained. Consequently, as proposed improvements move through project development stages, final determinations about specific project details would be made at the time of project planning and design. If the nature and size of improvements change from that included in this report during later project development stages, this will be cause to review the Route Concept Report for this route.

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ROUTE CONCEPT REPORT SUMMARY
ROUTE 153

ROUTE DESCRIPTION AND PURPOSE

State Route 153 is a two-lane conventional highway extending 0.5 miles west from State Route 49 near Coloma to the James Marshall Gold Discovery Monument. The route serves recreational traffic. The first 0.1 miles of the route is on the Federal Aid Secondary system. The rest of the route is not part of the Federal Aid System and is not a SHELL Route.

ROUTE CONCEPT

The Route Concept for Route 153 is for a two-lane conventional highway with a concept Level of Service (LOS) E.

RATIONALE FOR ROUTE CONCEPT

Route 153 primarily provides access for recreational traffic to a point of historical interest.

ROUTE DEVELOPMENT STRATEGY

State Route 153 is classified as a maintenance only route, with rehabilitation projects as needed.

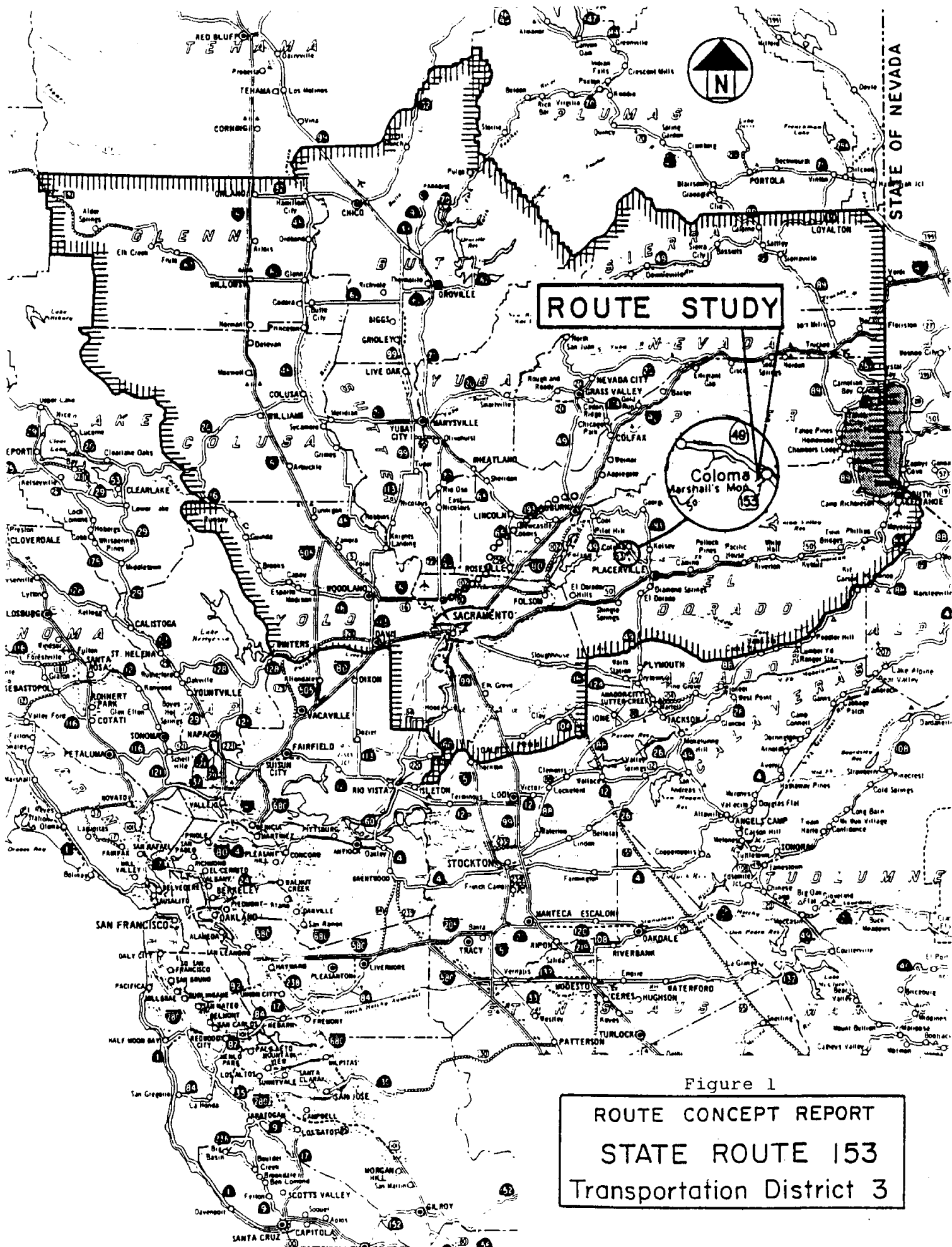


Figure 1

ROUTE CONCEPT REPORT
STATE ROUTE 153
Transportation District 3

Route Description and Purpose

State Route 153 is a two-lane conventional highway in El Dorado County which connects the James Marshall Gold Discovery Monument with Route 49 near Coloma. Route 153 extends 0.5 miles over mountainous terrain and provides access for tourist traffic to this historical site where information about California's gold rush heritage is available. The first 0.1 miles of Route 153 west of Route 49 is on the Federal Aid Secondary System. The rest of Route 153 is not part of the Federal Aid System and is not on the Subsystem of Highways for the Movement of Extra Length Permit Loads (SHELL ROUTE).

Route Concept

The route concept for Route 153 is for a two-lane conventional highway with a Concept Level of Service (LOS) E.

Rationale for Route Concept

The rationale for for a route Concept LOS E is that Route 153 primarily provides access for recreational traffic to a point of historical interest.

Route Analysis

Route 153 extends 0.5 miles west of Route 49 as a two-lane conventional highway. The pavement is 16 feet wide with no treated shoulders. The first 0.1 miles of Route 153 connects Cold Springs Road to Route 49. This portion of the route, with an AADT of 1600, carries ten times as much traffic as the

remaining 0.4 miles of the route, with an AADT of 150, and is part of the Federal Aid Secondary System. The only concern on this route is that parking at the monument may not be adequate to serve tourist demand in twenty years.

Route Development Strategy

No improvements are recommended for this route other than normal resurfacing, restoration and rehabilitation projects (RRR).

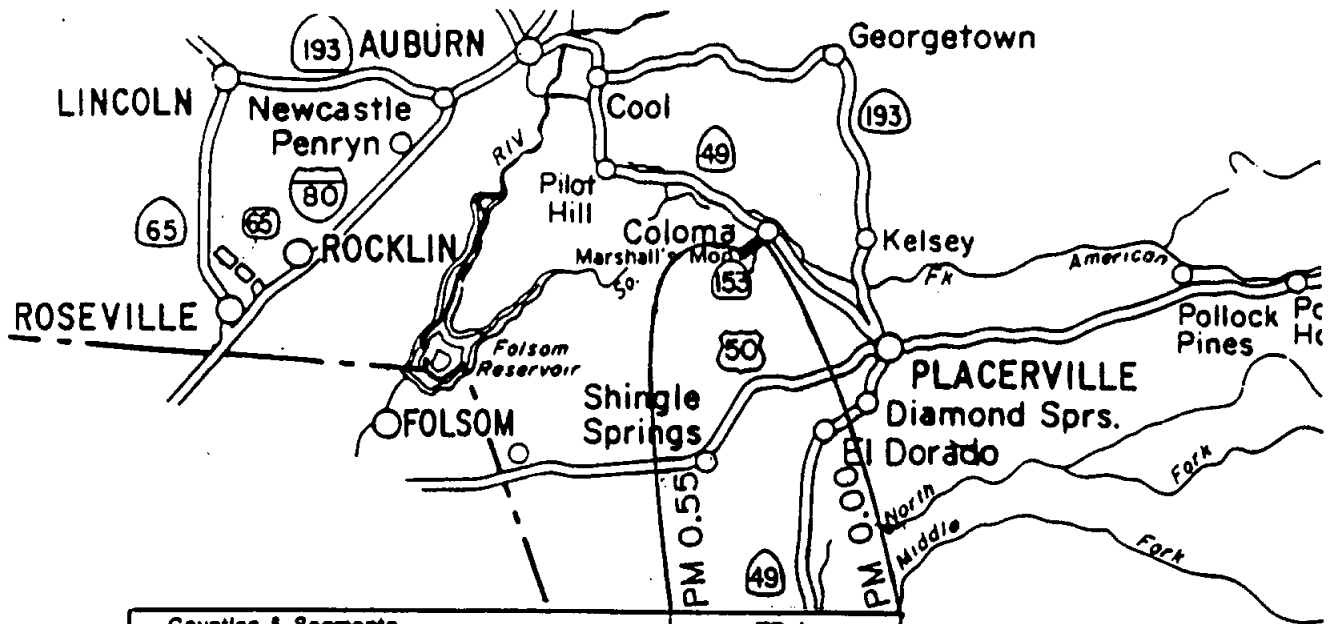
Regional and Local Responses

This Route Concept Report was circulated to the El Dorado County Local Transportation Commission. No comment was received.

PBRC32

06/22/87

Figure 2



Counties & Segments	ED-1
Present Facility (after STIP)	2C
CONCEPT FACILITY- 20 YEAR	2C
Current LOS -1984	B
Expected LOS -1995	C
Expected LOS-2005	C
CONCEPT LOS -20 YEAR	E
Present AADT-1984	1,600
Projected AADT-1995	2,100
Projected AADT-2005	2,600
Annual % Traffic Growth (assumed)	3.0
Facility Capacity (after STIP) vph	1,500
Peak Period V C ratio-1984	0.16
Peak Period V C (or D C) ratio-1995	0.21
Peak Period V C (or D C) ratio-2005	0.25
LOS falls BELOW CONCEPT	After 2005
Peak Period Hourly Volume-1984	240
Peak Period Hourly Volume-1995	310
Peak Period Hourly Volume-2005	380
Peak Period Directional Split-1984	0.50
Peak Period Truck Percentage-1984	2.0
Daily Truck Percentage-1984	2.0
Total Accident Rate vs Stwide Avg.	0.0
F+I Accident Rate vs Stwide Avg.	0.0
Predominant adjacent land use (S)	Grazing
Terrain (Max. grades)	Mountainous
Type of Peak Period	Recreation
No. of nearby park, n ride lots (sizes)	0
TSM features	0
Type of local transit service	N/A
Local transit service frequency	N/A
Total no. of mainline bridges	0
Total no. of overcrossing bridges	0
No. of bridges listed on STRAIN	0
No. of substandard width bridges	0
Total segment length (E. miles)	0.55
Paved width of roadways(S) Median width	16'
Paved shoulder width	0
Length needing pavement rehab	